

Public Works and Transportation Committee

Date: Wednesday, April 19th, 2000

Place: W.H. Anderson Room
Richmond City Hall

Present: Councillor Lyn Greenhill, Chair
Councillor Derek Dang
Councillor Kiichi Kumagai
Mayor Greg Halsey-Brandt

Absent: Councillor Ken Johnston

The Chair called the meeting to order at 4:00 p.m.

1. MINUTES

It was moved and seconded

That the minutes of the Public Works & Transportation Committee Meeting held on Wednesday, April 5th, 2000 be adopted as circulated.

CARRIED

ENGINEERING & PUBLIC WORKS DIVISION

2. 11000 BLOCK GRANVILLE AVENUE, DITCH INFILL ON THE SOUTH SIDE

(Report: Apr. 7/00; File: 6340-20-P.00306; REDMS 146760)

The Manager, Engineering Design & Construction, Steve Ono reviewed his report (and a subsequent memorandum dated April 17th, 2000, a copy of which is in the City Clerk's Office) in detail with the Committee. In response to questions, the following information was provided:

- the savings realized from recent tenders being under budget, if not used for infilling of the 11000 block Granville Avenue north side ditch, would be used to complete problem ditch infill areas, such as No. 8 Road - north of Westminster Highway; Second Avenue - Richmond Street to Garry Street, or No. 5 Road - Machrina Way to Dyke Road, all of which were considered to be a high priority and have been identified as critical in the Year 2001 component of the Five Year Plan

- an additional 2 cross drains would be installed to connect the north and south side ditches of Granville Avenue, for a total of 4; it was noted that the elevation of the westernmost cross drain (almost adjacent to Shell Road) might not be adequate, however it would be possible to correct the problem
- staff proposed to monitor the situation with respect to the flow of water in the north side ditch, to determine if the improvements being made to the No. 5 Road drainage catchment area helped to alleviate the problems currently being experienced by the residents; if problems did not occur, the north side infill project was scheduled for completion in 2004 to 2005 in the Five Year Capital Plan; however, if the problems continued, priorities could be altered and the ditch infilled in 2002
- if the north side ditch was filled in at this time as part of the south side ditch project, it would be impossible to monitor the situation to determine if the improvements made to the overall drainage system were successful
- the cost of infilling the north side ditch at the same time as the south side would cost approximately \$825,000, and would result in a saving of \$30,000
- selective regrading of the culverts on the north side of Granville Avenue was required because the culverts had been installed on top of peat, and as a result, had settled unevenly which made it difficult for the unimpeded flow of water through the culverts; to resolve the matter on the south side, the peat would be removed prior to the installation of the storm sewers, and cross drains installed at the localized low areas on the north side so that the opportunity would always exist for the drainage water to flow to the south side.

Discussion took place between Mayor Halsey-Brandt and staff on (i) the feasibility of preparing and calling for tenders to install storm sewers on the north side of Granville Avenue in conjunction with the south side work, and (ii) the question of whether there was sufficient funding available to complete the work. Advice was given that in the initial report to the Committee, staff had indicated that there insufficient funds for the work, however, as a result of competitive pricing from which the City had benefited with the calling of recent tenders, the funds were now available. Mr. Day indicated that even though the funds were available, staff were reluctant to proceed because they did not have a storm drainage model available to predict what would happen as a result of the improvements made to the No. 5 Road drainage system. As well, staff were also considering other projects which they felt were of a higher priority.

Mr. Jorgen Thorsen, of 11291 Granville Avenue, spoke about the poor drainage in the backland areas of this section of Granville Avenue, and suggested that in order for the drainage to improve, the ditch right-of-way along Shell Road must be cleaned out. In response, Mr. Ono advised that the ditch was the responsibility of Canadian National Railway and their policy was that if the water in the ditch was not a threat to the stability of the railway tracks, then it would not be cleaned out. He stated that because the ditch was the responsibility of CNR, and the City did not have an agreement with the company to maintain the ditch, the City was unable to undertake the work. Mr. Ono added that it might be possible to explore the feasibility of entering into such an agreement with CNR.

In response to a question from Councillor Kumagai, Mr. Thorsen advised that he found the proposed staff recommendation to be acceptable.

Mr. Gerry Zadra, of 11171 Granville Avenue, questioned what the capacity of the north side ditch would be as compared to the capacity of a 3 metre storm sewer, and advice was given that the capacity of the ditch would be significantly more than the storm sewer. Mr. Zadra expressed concern about the proposed recommendation, and noted that storm drainage was not the only issue in the neighbourhood, as there were problems with rats, and traffic safety issues on Granville Avenue.

It was moved and seconded

- (1) ***That infill of the ditch along the south side of the 11000 block of Granville Avenue, along with selective regrading and cross drainage of the north side ditch, proceed in the year 2000 in accordance with the approved 2000 capital plan, and***
- (2) ***That the performance of the south side ditch infill be monitored to assess any need to accelerate the infill of the ditch along the north side of the 11000 block Granville Avenue in the 5 year capital plan.***
- (3) ***That the ditch infill project for the north side of the 11000 block of Granville Avenue, be considered as a candidate for funding in the Year 2001 Capital Budget.***

Prior to the question being called, Mayor Halsey-Brandt commented on the other problems in existence in this area of Granville Avenue, such as the public health issues relating to improperly functioning septic tanks, and the dangerous shoulders along Granville Avenue. Reference was also made to the projects which staff proposed to complete with the additional funding, and it was confirmed that the approval of Council would be obtained prior to proceeding with each of the projects.

The question on the motion was then called, and it was **CARRIED**.

URBAN DEVELOPMENT DIVISION

4. BIKE MONTH – JUNE, 2000

(Report: Mar. 29/00; File: 7400-01; REDMS 145252)

It was moved and seconded

- (1) ***That the overall objectives for the Bike Month campaign to be organized by Better Environmentally Sound Transportation (BEST) in June, 2000, as outlined in the attached report from the Manager of Transportation, be supported.***
- (2) ***That the City of Richmond participate in the various activities to reduce the use of single occupant vehicles during the Year 2000 Bike Month campaign and that staff be directed to co-ordinate these activities with BEST and other municipalities in the region.***

CARRIED

The Chair noted that the City had been unsuccessful in its application to obtain funding for the installation of a bicycle lane on Gilbert Road, north of Granville Avenue. The Manager, Transportation Gordon Chan advised that the proposal did not meet the criteria because the width of the road was insufficient to accommodate the proposed lane. A brief discussion ensued on whether the installation of the median on Gilbert Road could proceed. As a result, Mr. Chan advised that he would review the current budget to determine if funds were available and present an oral report to the next meeting of the Committee, under Managers' Reports.

MANAGERS' REPORTS

- (a) The General Manager, Engineering & Public Works, Chuck Gale reported on the status the Knight Street Corridor and the Richmond Auto Mall, and advised that the City was responsible for managing that roadway. He noted that TransLink had serious concerns about the proposed lease of property because the extension would encroach into the road right-of-way and wanted know how it could voice its objections to the proposal. Mr. Gale then outlined the concerns of staff with respect to the feasibility of being locked into a 25 year lease, which if the City is responsible for maintaining the corridor, could prove to be a dangerous situation. He suggested that a shorter term lease might be a more acceptable alternative.

Discussion then ensued between the Mayor and Mr. Gale on this issue, during which Mr. Gale advised that he did not want to make any commitments which might compromise an opportunity to return the Knight Street Corridor to the Ministry of Transportation & Highways. He assured the Mayor that staff were doing their best to reflect Council's interests in the matter, however, he noted that there were issues which had to be addressed prior to agreeing to the request. Mr. Gale concluded by stating that he would report to the Committee as soon as the discussions had been completed.

- (b) Mr. Chan advised that two petitions had been received - the first from residents in the McLennan Avenue area, which indicated that the proposed improvements were unacceptable and wished to have McLennan Road construction to full standards on both sides, between Bridgeport Road and River Drive, the cost of which would raise the total project to \$1.2 Million. He indicated that staff would be responding to the petitioners, indicating that the situation would be monitored and if it was indicated that a need existed for traffic calming, then measures would be taken to consider the project in a future year's budget.

Mr. Chan stated that the second petition had been received from residents in the area of the Heather Street cul-de-sac, who were seeking improved access to the adjacent shopping centre, as well as the construction of a traffic circle on Dixon Avenue at Heather Street. He advised that the petitioners would be advised (i) of the purpose of the cul-de-sac, (ii) that the traffic on Dixon Avenue would be monitored to determine if there was a need for traffic calming to be implemented; and (iii) that staff would be working with representatives of the shopping centre on the question of whether another entrance could be provided to the area from Heather Street.

- (c) The Manager, Engineering Planning, Paul Lee, provided an update on the Liquid Waste Management Plan, during which he provided information on the process which had transpired over the past few months. He advised that the deadline for approval of the proposed plan was May 31st, 2000, and that staff would be submitting a report to Council prior to that date.

A brief discussion ensued between Committee members on this matter, during which information was provided on the status of the expansion of the Gilbert Road treatment facility. Mr. Gale also reported that staff were endeavouring to put the City's entire sewer system into one context, rather than dealing with issues separately, in order to connect the City's plan with the GVRD plan. He advised that staff would be reporting on the implications of the proposal to the Committee in late Fall of this year.

Mr. Gale asked whether the Committee would be interested in a presentation from the GVRD on the Liquid Waste program, and after a brief discussion, the Chair advised that such a presentation would not be necessary.

The Mayor referred a request for input on the CPR planning for the Arbutus Corridor to the Transportation Department for a response.

ADJOURNMENT

It was moved and seconded,
That the meeting adjourn (5:05 p.m.)

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Public Works and Transportation Committee of the Council of the City of Richmond held on Wednesday, April 19th, 2000.

Councillor Lyn Greenhill
Chair

Fran J. Ashton
Executive Assistant